

RIVER AND HARBOR APPROPRIATION BILL.

JANUARY 28, 1921.—Committed to the Committee of the Whole House on the state of the Union and ordered to be printed.

Mr. DEMPSEY, from the Committee on Appropriations submitted the following

REPORT.

[To accompany H. R. 15935.]

The Committee on Appropriations submits the following report in explanation of the accompanying bill making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes:

ESTIMATES, FISCAL YEAR 1922.

The estimates upon which this bill is based are to be found on pages 530 to 539, inclusive, of the Book of Estimates, fiscal year 1922, and amount to \$57,114,915.

CURRENT APPROPRIATIONS.

The total appropriations made for the current year for river and harbor works at the second session of the Sixty-sixth Congress are as follows:

River and harbor appropriation act.....	\$12,400,000
Sundry civil appropriations act (continuing contracts).....	382,700
Total.....	12,782,700

APPROPRIATIONS RECOMMENDED IN THE ACCOMPANYING BILL.

The total amount recommended to be appropriated in this bill for the prosecution of river and harbor improvement and maintenance work is \$15,250,000.

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This sum, compared with the estimates submitted for the ensuing year and with the current appropriations shows the following differences: It is \$2,850,000 more than the amount appropriated by the river and harbor act approved June 5, 1920, and \$41,864,915 less than the amount requested in the estimates.

BALANCES AVAILABLE FROM PREVIOUS APPROPRIATIONS.

Appropriations for works of river and harbor improvement remain available until expended. On December 1, 1920, the unexpended balance of all river and harbor appropriations heretofore made amounted to \$47,149,006.

EXPENDITURES.

The annual expenditures for works of river and harbor improvement, from 1896 to 1920, inclusive, have been as follows:

Fiscal year ending June 30—	Annual expenditures from appropriations authorized in river and harbor acts.			
	Improvement of rivers and harbors (general).	Examinations, surveys, and contingencies of rivers and harbors.	Emergencies in river and harbor works.	Total.
1896.....	\$14,745,476.73			\$14,745,476.73
1897.....	11,865,419.54			11,865,419.54
1898.....	13,820,170.44			13,820,170.44
1899.....	11,546,237.59	\$301,478.46		11,847,716.05
1900.....	14,410,898.07	61,042.97		14,471,941.04
1901.....	16,015,602.77	3,825.80		16,019,428.57
1902.....	12,967,264.46			12,967,264.46
1903.....	15,081,481.53			15,081,481.53
1904.....	20,063,079.14			20,063,079.14
1905.....	20,789,423.39			20,789,423.39
1906.....	20,384,179.80			20,384,179.80
1907.....	19,890,034.71	9,393.24		19,899,427.95
1908.....	23,399,563.56	352.67		23,399,916.23
1909.....	31,524,482.06			31,524,482.06
1910.....	25,034,454.77			25,034,454.77
1911.....	26,688,791.76			26,688,791.76
1912.....	29,499,598.88			29,499,598.88
1913.....	32,253,801.43			32,253,801.43
1914.....	39,815,012.60	367,776.47	\$61,315.38	40,244,104.45
1915.....	37,320,038.74	324,122.01	66,298.97	37,710,459.72
1916.....	28,369,159.35	408,836.40	5,606.00	28,783,601.75
1917.....	23,696,178.06	120,089.03	11,568.09	23,827,835.18
1918.....	20,360,454.21	241,250.82	12,158.96	20,613,863.99
1919.....	21,111,217.42	133,960.40	15,727.37	21,260,905.19
1920.....	33,486,219.55	282,027.37	8,987.86	33,777,234.78
Total.....				569,574,058.83

Average annual expenditures, \$22,662,962.

After carefully investigating the existing condition of each project for which an estimate is submitted and taking into consideration the size and number of vessels to be accommodated by each, the full-load draft of such vessels, the amount of the appropriations remaining available on December 1, 1920, the amounts expended annually in the past several years, and the desirability of continuing in force the organizations built up by the Government in the different engineering districts and continuing the operation of Government plant

acquired for prosecuting river and harbor improvement work, the committee has come to the conclusion that the funds on hand December 1, 1920 (\$47,149,006), plus the lump-sum appropriation of \$15,000,000 made by this bill, will be sufficient to prosecute maintenance and improvement work on the various projects in a manner that will amply provide for the needs of commerce. The total of the balance on hand and the amount appropriated in this bill is \$62,149,006, which will allow expenditures to be made between December 1, 1920, and June 30, 1922, at the rate of \$3,271,000 per month, or \$39,252,000 per annum. It will be noted in the table printed above that in only one year have the expenditures exceeded this rate—that of 1914, when the sum of \$40,244,104.45 was expended. The amount expended on these works during the last fiscal (1920) was \$33,777,234.78, and the funds available, plus the amount carried in this bill, will allow expenditures at a monthly rate exceeding the average for 1920 by \$456,230; also, due to the lowering of costs, it will be possible to accomplish more work now and in the immediate future than could be accomplished in 1920 with the same amount of money.

It seemed advisable to the committee to make a lump-sum appropriation in lieu of an itemized bill, and to authorize the allotment to such works as may be most desirable in the interest of commerce and navigation. It is anticipated that the larger percentage of the funds provided will be allotted for maintenance work. It has been the policy of Congress in the past to make lump-sum appropriations for maintenance work on groups of projects, but confining each appropriation to groups located in a single engineering district. It has been found that the engineer officers in submitting estimates for individual items have taken into account damages that are likely to be caused by severe storms, floods, and other unforeseen causes. As a result of this method it was found that funds appropriated for specific projects would lie idle for considerable periods of time. On the other hand, it frequently happens that important works are injured and channels shoaled by severe storms and floods and the funds available to the credit of the works so damaged are insufficient to restore them to their former condition. When such conditions occur it is necessary to await action by Congress to supply funds to do the necessary maintenance work, and in the meantime the navigation of the waterways so damaged is seriously impeded. Under the present plan it is the policy of the War Department to make allotments to projects when and as the funds are needed, and to hold in reserve a sufficient amount to do emergency work when the occasions for such work arise.

The bill provides for examinations, surveys, and contingencies, for which an appropriation of \$250,000 is recommended. The greater part of this fund is expended primarily for examinations and surveys. The expenses of the Board of Engineers for Rivers and Harbors, the salaries of a part of the force in the Office of the Chief of Engineers (under authority of a provision in the legislative, executive, and judicial appropriation act), and certain contingent expenses for which there are no funds available, such as examinations about bridges, bridge hearings, and other matters, are paid by allotments made from this fund.

MINORITY VIEWS.

The bill reported by the Committee on Appropriations is opposed for the following reasons:

A lump-sum appropriation, to be allotted by the Chief of Engineers, is an inappropriate way of appropriating for maintenance and further improvement work on the river and harbor projects of the country.

The amount appropriated by the bill is insufficient to properly maintain these works, not taking into consideration the advisability of prosecuting new work on projects which have heretofore been undertaken and which will remain only partially completed. The amount appropriated is not sufficient to maintain and operate the plant and forces acquired by the Government for prosecuting river and harbor works, and losses will ensue to the Government, due to the necessity of laying up plant, which will deteriorate in value rapidly when idle, and through the breaking up of efficient working organizations, which it has taken years to develop.

On many of the important harbors and rivers of the country sufficient maintenance work was not done during the past few years owing to the fact that plant and men were transferred to war emergency work. On these projects the channels do not have their project depth, or the depth that had been acquired before the war, and it is extremely important that these project depths should be secured at the earliest time, not only to accommodate the enormous and growing commerce of the country but to accommodate the vessels owned by the Government and being operated in the coastwise and foreign trade, as well as the fleets of boats constructed for operating on our interior rivers.

Some members are of the opinion that because we have certain available balances on hand, which the majority report states amounts to \$47,000,000, and assuming that that is right, that such a balance affects the amount that ought to be appropriated at this time. I want to say that this sum is not on hand and to the credit of the projects for which estimates were submitted, and that, as a matter of fact, the estimates as made by the Chief of Engineers were submitted only after taking into account the balances to the credit of projects for which appropriations are asked.

In the majority report it is stated that the average expenditures annually for the past 25 years for works of river and harbor improvement have been \$22,662,000. Prior to 1910 river and harbor bills were reported triennially, only five bills having been enacted into law between 1896 and 1909, inclusive. If we take the average expenditures from 1911, when the policy of enacting these bills annually was inaugurated, and leave out the three years 1917, 1918, and 1919, which were affected by war operations, we find the average expenditure annually since 1910 was \$32,600,000. It must also be borne in mind that the sum appropriated in this bill, plus the bal-

ances on hand December 1 last, are to provide for a period of 19 months—until June 30, 1922—before which date it is not expected that another bill will be enacted.

I shall offer for the consideration of the House a substitute for the bill reported by the majority of the committee. This bill which I shall offer by way of substitute has been carefully considered. It was formulated after hearings covering about two weeks with daily sessions and with the Chief of Engineers or his assistant, Gen. Harry Taylor, present during the entire time. Every project for which an estimate had been submitted was carefully inquired into and fully considered. The total estimates of appropriations amounted to a little more than \$57,000,000. The substitute bill which I shall offer carries a total of appropriations of \$28,271,850. This is less than one-half of the estimates. The substitute bill follows:

A BILL Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be, and are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to be immediately available, and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the construction, completion, repair, and preservation of the public works hereinafter named:

Newburyport Harbor, Massachusetts: For maintenance, \$2,000.

Boston Harbor, Massachusetts: For maintenance, \$40,000.

Pollock Rip Shoals, harbor of refuge at Nantucket, New Bedford and Fairhaven Harbors, Fall River Harbor, and Taunton River, Massachusetts: For maintenance, \$35,000; continuing improvement and for maintenance of Pollock Rip Channel, \$150,000; continuing improvement and for maintenance of harbor of refuge at Nantucket, \$15,000; in all \$200,000.

Stonington and New London Harbors, Connecticut; Pawcatuck River, Rhode Island and Connecticut; and Mystic and Thames Rivers, Connecticut: For maintenance, \$5,000.

Connecticut River above and below Hartford, Connecticut: Continuing improvement and for maintenance below Hartford, \$65,000.

Duck Island, Branford, New Haven, Milford, Bridgeport, Southport, Norwalk, Five Mile River, Stamford, and Greenwich Harbors, Westport Harbor and Saugatuck River, breakwaters at New Haven, and Housatonic River, Connecticut: For maintenance, \$105,000; completing improvement of Stamford Harbor, \$100,000; in all, \$205,000.

New York Harbor, New York: For maintenance of entrance channels and for continuing improvement of Ambrose Channel, Craven Shoal Channel, and Anchorage Channel, \$550,000.

Channel in Gowanus Bay, New York: Continuing improvement of Red Hook Channel, \$150,000.

East River, New York: Continuing improvement, \$3,000,000.

Newtown Creek, New York: Continuing improvement, \$100,000.

Hudson River Channel, New York Harbor, New York: Continuing improvement, \$750,000.

Burlington Harbor, Vermont; Plattsburg and Port Henry Harbors, New York; and Narrows of Lake Champlain, New York and Vermont: For maintenance, \$20,000.

Newark Bay and Passaic River, New Jersey: For maintenance \$10,000.

Keyport and Shoal Harbors, Woodbridge, Cheesequake, Matawan, and Compton Creeks, Elizabeth, Raritan, South, and Shrewsbury Rivers, and Raritan Bay, New Jersey: For maintenance, \$32,500; continuing improvement of Raritan River, \$25,000; in all, \$57,500.

Delaware River, between Philadelphia, Pennsylvania, and Trenton, New Jersey: For maintenance, \$12,500.

Delaware River, Pennsylvania, New Jersey, and Delaware: For maintenance from Allegheny Avenue, Philadelphia, to the sea, \$2,000,000.

Cooper, Salem, Cohansey, and Maurice Rivers, Woodbury, Mantua, Raccoon, Oldmans, and Alloway Creeks, New Jersey: For maintenance, \$20,000.

Cold Spring and Absecon Inlets, Absecon and Tuckerton Creeks, and Toms River, New Jersey: For maintenance, \$9,200: *Provided*, That no part of the funds herein appropriated shall be expended on Absecon Inlet.

Wilmington Harbor, Delaware: For maintenance, \$60,000.

Inland waterway from Delaware River to Chesapeake Bay, Delaware and Maryland: Continuing improvement, \$1,000,000.

Appoquinimink, Smyrna, Leipsic, Little, Saint Jones, Murderkill, Mispillion, and Broadkill Rivers, Delaware: For maintenance, \$25,000.

Waterway from Chincoteague Bay, Virginia, to Delaware Bay at or near Lewes, Delaware: For maintenance, \$1,500.

Waterway on the coast of Virginia: For maintenance, \$2,000.

Baltimore Harbor and Channels, Maryland: Continuing improvement and for maintenance, \$125,000.

Rockhall, Queenstown, Claiborne, Tilghman Island, Cambridge, and Crisfield Harbors, Elk and Little Elk, Chester, Corsica, Choptank, Tuckahoe, Warwick, La Trappe, Tred Avon, Wicomico, and Pocomoke Rivers, Slaughter, Tyaskin, and Broad Creeks, Twitch Cove and Big Thoroughfare River, and Lower Thoroughfare, Deal Island, Maryland; Nanticoke River (including Northwest Fork), Delaware and Maryland; Broad Creek River, Delaware; and Tangier Channel, Virginia: For maintenance, \$20,000.

Potomac River, at Washington, District of Columbia, at Alexandria, Virginia, and at Lower Cedar Point, Maryland; Occoquan and Aquia Creeks, Virginia: For maintenance, \$20,000.

Rappahannock, Mattaponi, and Pamunkey Rivers, and Urbana Creek, Virginia: For maintenance, \$10,000.

James, Nansemond, Pagan, and Appomattox Rivers, Virginia: For maintenance, \$5,000.

Norfolk Harbor and Channels, Virginia: Continuing improvement and for maintenance, including channel to Newport News, \$700,000.

Onancock River, Virginia: For maintenance, \$5,000.

Waterway from Norfolk, Virginia, to Beaufort Inlet, North Carolina: For maintenance, \$50,000.

Manteo Bay, Scuppernong, Pamlico, Tar, South, Bay, Neuse, and Trent Rivers, Fishing, Contentnea, Swift, and Smiths Creeks, and waterway connecting Swan Quarter Bay with Deep Bay, North Carolina: For maintenance, \$25,000.

Beaufort and Morehead City Harbors, Beaufort Inlet, waterway from Pamlico Sound to Beaufort Inlet, waterway connecting Core Sound and Beaufort Harbor, channel connecting Throughfare Bay and Cedar Bay, and inland waterway Beaufort to Jacksonville, North Carolina: For maintenance, \$2,500.

Northeast, Black, and Cape Fear Rivers, North Carolina: For maintenance, \$100,000.

Winyah Bay, Waccamaw, Little Peedee, and Great Peedee Rivers, South Carolina: For maintenance, \$10,000.

Santee and Congaree Rivers, South Carolina: For maintenance, including the Estherville-Minim Creek Canal and the Congaree River as far up as the Gervais Street Bridge, Columbia, \$5,000.

Waterway between Charleston and Winyah Bay, South Carolina: Continuing improvement and for maintenance, \$15,500.

Charleston Harbor and Channels, South Carolina: Continuing improvement to provide a channel forty feet deep and one thousand feet wide, extending from the sea to the Charleston Navy Yard, \$500,000.

Wappoo Cut, South Carolina: For maintenance, \$4,000.

Savannah Harbor and Savannah River, below, at, and above Augusta, Georgia: For maintenance, \$366,000; continuing improvement of Savannah Harbor, \$300,000; in all, \$666,000.

Waterway between Beaufort, South Carolina, and Saint Johns River, Florida: For maintenance, \$40,000.

Sapelo and Darien Harbors, Cowhead and Satilla Rivers, and Fancy Bluff Creeks, Georgia; and Saint Marys River, Georgia and Florida: For maintenance, \$20,000.

Altamaha, Oconee, and Ocmulgee Rivers, Georgia: Continuing improvement and for maintenance, \$40,000.

Brunswick Harbor, Georgia: Continuing improvement and for maintenance, \$100,000.

Saint Johns River, Florida, Jacksonville to the ocean, Jacksonville to Palatka, and Palatka to Lake Harney, Lake Crescent, and Dunns Creek, and Oklawaha River, Florida: For maintenance, \$422,000.

Indian River, Saint Lucie Inlet, Miami Harbor (Biscayne Bay), and harbor at Key West, Florida: For maintenance, \$60,500.

Kissimmee, Caloosahatchee, Orange, Anclote, Crystal, Withlacoochee, and Suwannee Rivers, Charlotte Harbor, Sarasota Bay, and Clerwater Harbor and Boca Ceiga Bay, Florida: For maintenance, \$13,500.

Tampa and Hillsboro Bays, Saint Petersburg Harbor, Hillsboro and Mantee Rivers, Florida: Continuing improvement of Hillsboro Bay, \$300,000.

Carrabelle Bar and Harbor, Apalachicola, Saint Joseph and Saint Andrews Bays, Apalachicola and Chipola Rivers, and channel from Apalachicola River to Saint Andrews Bay, Florida; Flint River, Georgia; and Chattahoochee River, Georgia and Alabama: For maintenance, including the cut-off, Lee Slough, lower Chipola River, and upper Chipola River from Marianna to its mouth, \$126,500; completing improvement of Flint River, \$10,000; in all, \$136,500.

Holmes and Blackwater Rivers, Florida: Choctawhatchee, Escambia, and Conecuh Rivers, Florida and Alabama; the narrows in Santa Rosa Sound, and Pensacola Harbor, Florida: For maintenance, \$50,000.

Alabama River, Alabama, and Coosa River, Alabama and Georgia: Continuing improvement and for maintenance of the Alabama River, including the Alabama and Coosa Rivers between Montgomery and Wetumpka, \$42,000.

Mobile Harbor and Bar, and channel connecting Mobile Bay and Mississippi Sound, Alabama: For maintenance of channel connecting Mobile Bay and Mississippi Sound, \$10,000; continuing improvement and for maintenance of Mobile Harbor and Bar, \$316,000; in all, \$326,000.

Gulfport Harbor, Mississippi: For maintenance of anchorage basin at Gulfport and channel therefrom to the anchorage or roadstead at Ship Island, and for maintenance of channel at Ship Island Pass, \$100,000.

Pascagoula, Wolf, Jordan, Pearl, and East Pearl Rivers, and Biloxi Harbor, Mississippi: For maintenance, \$10,000.

Passes at the mouth of the Mississippi River: Continuing improvement and for maintenance, \$2,000,000.

Lake Pontchartrain, Pass Manchac, Bogue Falia, Chefunéte, Ponchatoula, Natalbany, Blood, Tickfaw, and Amite Rivers, and Bayou Manchac, Louisiana: For maintenance, \$9,700.

Barataria Bay and Bayous Lafourche, Terrebonne, Grossetete, Plaquemine, and Teche, Louisiana: For maintenance, including Grand River and Pigeon Bayou, \$20,000; continuing improvement of Bayou Teche, \$50,000; in all, \$70,000.

Atchafalaya River, Louisiana: For maintenance, \$30,000.

Waterway, from the Mississippi River to the Sabine River, Louisiana: For improvement from Mississippi River to Bayou Teche, \$50,000; continuing improvement from Franklin to Mermentau, \$200,000; continuing improvement from Mermentau River to Sabine River, \$168,000; in all, \$418,000.

Bayous Vermilion, Nezpieque, des Cannes, Plaquemine Brule, and Queue de Tortue, Mermentau River, and Calcasieu River and Pass, Louisiana: For maintenance, including channel, bay, and passes of Bayou Vermilion, and tributaries of Mermentau River, \$15,000.

Removing the water hyacinths, Alabama, Mississippi, Louisiana, and Texas: For the removal of the water hyacinth from the navigable waters in the States named in so far as it is or may become an obstruction to navigation, \$17,500.

Galveston Harbor, Galveston Channel, Port Bolivar Channel, Texas City Channel, and Houston Ship Channel, Texas: For maintenance, \$705,000; continuing improvement by construction of sea-wall extension to protect Galveston Channel, \$100,000: *Provided*, That no expenditures from the appropriation made herein shall be made for placing the fill back of the sea-wall extension until the city of Galveston shall make provision for placing the fill back of its section of the sea-wall extension; continuing improvement of Houston Ship Channel, \$250,000; in all, \$1,055,000.

Anahuac Channel, mouth of Trinity River, Oyster and Clear Creeks, and Cedar, Chocolate, Turtle, Bastrop, Dickinson, Double, and East Bay Bayous, Texas: For maintenance, \$10,000.

Waterway from Galveston to Corpus Christi and channel from Pass Cavallo to Port Lavaca, Texas: For maintenance, \$50,000.

Freeport Harbor, Texas: Continuing improvement, \$160,000.

Port Aransas, Texas: For maintenance, \$150,000.

Harbor at Sabine Pass and Port Arthur Canal, Sabine-Neches Canal, and Johnsons Bayou, Louisiana and Texas: For maintenance, \$217,000.

Red, Black, Ouachita, Tensas, Boeuf, and Saline Rivers, and Bayous Macon, Bartholomew, D'Arbonne, and Corney, Arkansas and Louisiana: For maintenance, \$55,000, continuing improvement of Ouachita River in accordance with the report submitted in Rivers and Harbors Committee Document Numbered 7, Sixty-fifth Congress, second session, \$175,000; in all, \$230,000.

Yazoo River and tributaries, Mississippi: For maintenance, including Yazoo, Tallahatchie, Coldwater, and Big Sunflower Rivers, Tchula Lake, Steele and Washington Bayous, Lake Washington, and Bear Creek, \$25,000.

Arkansas River, Arkansas and Oklahoma: For maintenance, \$20,000.

Black and Current Rivers, Arkansas and Missouri; and White, Saint Francis, and L'Anguille Rivers, and Blackfish Bayou, Arkansas: For maintenance, \$50,000.

Mississippi River from the mouth of the Ohio River to and including the mouth of the Missouri River: Continuing improvement and for maintenance, \$500,000: *Provided*, That the Secretary of War may, in his discretion, withhold the expenditure of the whole or any part of the appropriations herein made until he receives satisfactory assurances that the cities and towns along the river will provide suitable and satisfactory water terminals, including physical connection between such terminals and the railways serving such communities, and will endeavor to effect interchange of traffic between the railways and the terminals.

Mississippi River: For the removal of snags and wrecks from the Mississippi River below the mouth of the Missouri River, and from Old and Atchafalaya Rivers, in accordance with the recommendation of the Chief of Engineers in his annual report for 1920, \$25,000, in addition to amounts otherwise appropriated.

Mississippi River from the mouth of the Missouri River to Minneapolis, Minnesota: Continuing improvement and for maintenance, \$1,070,000: *Provided*, That the Secretary of War may, in his discretion, withhold the expenditure of the whole or any part of the appropriations herein made until he receives satisfactory assurances that the cities and towns along the river will provide suitable and satisfactory water terminals, including physical connections between such terminals and the railways serving such communities, and will endeavor to effect interchange of traffic between the railways and the terminals.

Saint Croix River, Wisconsin and Minnesota; Minnesota River, Minnesota; Lake Traverse, Minnesota and South Dakota; and Red River of the North, Minnesota and North Dakota: For maintenance, \$2,500.

Missouri River: For maintenance between Kansas City, Kansas, from the upper end of Quindaro Bend, and the mouth of the river, \$225,000.

Osage and Gasconade Rivers, Missouri, and Kansas River, Kansas: For maintenance, \$10,000.

Cumberland River, Tennessee and Kentucky: For maintenance above Nashville, \$5,000; continuing improvement below Nashville, \$150,000; in all, \$155,000.

Tennessee River, Tennessee, Alabama, and Kentucky: For maintenance and continuing improvement, \$505,000: *Provided*, That the Secretary of War may, in his discretion, withhold the expenditure of the whole or any part of the appropriation herein made until he receives satisfactory assurances that the cities and towns along the river will provide suitable and satisfactory water terminals, including physical connection between such terminals and the railways serving such communities, and will endeavor to affect interchange of traffic between the railways and the terminals.

Ohio River: Continuing improvement and for maintenance by open-channel work, \$300,000.

Ohio River: Continuing improvement by the construction of locks and dams with a view to securing a navigable depth of nine feet, \$2,500,000: *Provided*, That the Secretary of War may, in his discretion, withhold the expenditure of the whole or any part of the appropriation herein made until he receives satisfactory assurances that the cities and towns along the river will provide suitable and satisfactory water terminals, including physical connection between such terminals and the railways serving such communities, and will endeavor to effect interchange of traffic between the railways and the terminals.

Allegheny River, Pennsylvania: For maintenance by open-channel work, \$10,000; continuing improvement by construction of locks and dams, \$250,000: *Provided*, That no expenditure shall be made from the funds herein appropriated until actual work toward raising the bridges forming an obstruction to the free navigation of the river at Pittsburgh shall have been commenced in accordance with the existing order of the Secretary of War; in all, \$260,000.

Pittsburgh Harbor, Pennsylvania: For maintenance, \$6,000.

Grand Marais, Marquette, Marquette Bay, and Ontonagon Harbors, and Keweenaw Waterway, Michigan; Ashland and Port Wing Harbors, Wisconsin; Duluth-Superior Harbor, Minnesota and Wisconsin; Agate Bay and Grand Marais Harbors, Minnesota: For maintenance, \$190,000; continuing improvements of Keweenaw Waterway, \$10,000; in all, \$200,000.

Warroad Harbor and River, Baudette Harbor and River, Zippel Bay, and Lake of the Woods, Minnesota: For maintenance, \$3,800.

Manistiquie Harbor, Michigan; Menominee, Oconto, Green Bay, Algoma, Kewaunee, Two Rivers, Manitowoc, Sheboygan, Port Washington, Milwaukee, Racine, Kenosha, and Waukegan Harbors, Sturgeon Bay and Lake Michigan Ship Canal,

and Fox River, Wisconsin: For maintenance, \$300,000; completing improvement of Racine Harbor, \$165,000; in all, \$465,000.

Saint Joseph Harbor and River, Saugatuck Harbor and Kalamazoo River, South Haven, Holland, Grand Haven, Muskegon, White Lake, Pentwater, Ludington, Manistee, Portage Lake, Arcadia, Frankfort, Charlevoix, and Petoskey Harbors, and Grand River, Michigan: For maintenance, \$350,000; completing improvement of Ludington Harbor, \$55,000; in all, \$405,000.

Chicago and Calumet Harbors, Chicago and Illinois Rivers, Illinois; Calumet River, Illinois and Indiana; and Indiana and Michigan City Harbors, Indiana: For maintenance, \$390,000; continuing improvement of Calumet River, \$160,000; continuing improvement of Illinois River below Copperas Creek, \$46,000; continuing improvement of Indiana Harbor, \$200,000; in all, \$796,000.

Ship channel connecting waters of the Great Lakes between Chicago, Duluth, and Buffalo, including Saint Marys River, Saint Clair River, channels in Lake Saint Clair and Detroit River, Michigan: For maintenance, \$119,000; continuing improvement of Livingstone Channel, Detroit River, \$750,000: *Provided*, That from the moneys herein or heretofore appropriated for this improvement, not to exceed \$45,000 may be expended by the Secretary of the Treasury for remodeling and flooring over the light well of the Federal Building at Detroit, Michigan, to better accommodate the demands for space and to enable the Engineer Department to remain in its present quarters; in all, \$869,000.

The unexpended balance of appropriations heretofore made for the construction of the fourth lock in Saint Marys River, Michigan, is hereby made available for maintenance work in said Saint Marys River.

Mackinac, Cheboygan, Rogers City, Alpena, Harbor Beach, and Monroe Harbors, Saginaw, Black, Clinton, and Rouge Rivers, Michigan: For maintenance, \$60,000; continuing improvement of Rogue River, \$75,000; in all, \$135,000.

Toledo, Port Clinton, Sandusky, Huron, Vermilion, Lorain, Cleveland, Fairport, Ashtabula, and Conneaut Harbors, Ohio: For maintenance, \$89,000.

Erie Harbor, Pennsylvania; Dunkirk and Buffalo Harbors, Black Rock Channel and Tonawanda Harbor, and Niagara River, New York: For maintenance, \$541,000; completing improvement of Black Rock Channel and Tonawanda Harbor, \$170,000; in all, \$711,000.

Olcott, Charlotte, Great Sodus Bay, Little Sodus Bay, Oswego, Cape Vincent, and Ogdensburg Harbors, New York: For maintenance, \$49,000; completing improvement of Oswego Harbor, \$50,000; in all, \$99,000.

San Francisco, Oakland, Richmond, Monterey, Humboldt, and Crescent City Harbors, Redwood, Petaluma, and San Rafael Creeks, Napa River, San Pablo Bay, and Suisun and Suisun Bay Channels, California: For maintenance, \$145,000; continuing improvement of Richmond Harbor, \$160,000; completing improvement of Petaluma Creek, \$50,300; continuing improvement of Humboldt Harbor and Bay, \$250,000; for improvement of Crescent City Harbor in accordance with the report submitted in House Document Numbered 434, Sixty-fourth Congress, first session, and subject to the conditions set forth in said document, \$100,000; in all, \$705,300.

Sacramento, Feather, San Joaquin, and Mokelumne Rivers, and Stockton and Mormon Channels (diverting canal), California: For maintenance, \$121,800.

Coquille, Coos, Siuslaw, and Yaquina Rivers, and Coos, Yaquina, Tillamook, and Nehalem Bays, Oregon: For maintenance, \$151,000; continuing improvement of Yaquina Bay and Harbor, \$175,000; in all, \$326,000.

Cascades and Dalles-Celilo Canals, Oregon, Columbia River and tributaries above Celilo Falls to the mouth of Snake River, Oregon and Washington, and Snake River, Oregon, Washington, and Idaho: For maintenance, \$5,000.

Columbia and lower Willamette Rivers below Vancouver, Washington, and Portland, Oregon, and mouth of Columbia River, Oregon and Washington: Continuing improvement and for maintenance, \$500,000.

Willamette River above Portland and at Willamette Falls, Yamhill and Clatskanie Rivers, Oregon; Cowlitz, Lewis, and Grays Rivers, and Skamokawa Creek, Washington: For maintenance, \$50,000.

Willapa River and Harbor, Grays Harbor, Chehalis and Hoquiam Rivers, Washington: Continuing improvement of Willapa River and Harbor, \$52,050.

Puget Sound and its tributary waters, Olympia, Seattle, Anacortes, Port Gamble, Tacoma, and Bellingham Harbors, Lake Washington Ship Canal, Snohomish and Skagit Rivers, Swinomish Slough, waterway connecting Port Townsend Bay and Oak Bay, Columbia River between Wenatchee and Kettle Falls, Washington: For maintenance, \$25,000; continuing improvement of Lake Washington Ship Canal, \$65,000; in all, \$90,000.

Nome Harbor, Alaska: Continuing improvement and for maintenance of Nome Harbor, \$20,000.

San Juan Harbor, Porto Rico: Continuing improvement and for maintenance, \$400,000.

For examinations, surveys, and contingencies for rivers and harbors for which there may be no special appropriation, \$250,000: *Provided*, That no part of this sum shall be expended for any preliminary examination, survey, project, or estimate not authorized by law.

Continuing improvement and for maintenance of authorized projects on the Atlantic and Gulf coasts, \$3,000,000, which sum is to be applied to the construction of four seagoing hopper dredges.

Readjustment of contracts: The sum of \$194,742.65 is hereby appropriated to pay amounts found to be due various contractors under the provisions of section 10 of the river and harbor act approved March 2, 1919, on certain contracts for work on river and harbor improvements entered into, but not completed prior to April 6, 1917, for work performed between April 6, 1917, and July 18, 1918, as set forth in detail in the report submitted in House Document Numbered 986, Sixty-sixth Congress, third session.

Total of bill, \$28,271,850.

JOHN H. SMALL.

